

Intimation.

W. BOFFEY & Co.

TAILORS,

2, D'AGUILAR STREET.

Have an entirely NEW STOCK OF WOOLLENS to suit the Present and Coming Season.

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and

OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st October, 1896.

[1635]

To-day's
Advertisements.ZETLAND LODGE,
No. 145, E.C.A REGULAR MEETING of the above LODGE will be held in the FARMERS' HALL, Zetland Street, THIS EVENING, the 2nd November, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 2nd November, 1896. [1647]

NOTICE.

PAULIO M. CONCEPTION will NOT BE RESPONSIBLE for any DEBTS contracted by his Son JOHN M. CONCEPTION, aged 18 years.
Hongkong, 2nd November, 1896. [1638]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "CHINA." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from along-side.
Cargo Impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.J. S. VAN BUREN,
Agent.
Hongkong, 2nd November, 1896. [1639]NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship.

"ARRATON APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along-side.

Cargo Impeding the discharge or remaining on board after the 4th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from along-side; such Cargo Impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.
Hongkong, 2nd November, 1896. [1639]

FOR SHANGHAI.

THE Steamship.

"PEIYANG," Captain R. Kähler, will be despatched for the above Port on WEDNESDAY, the 4th instant, at 4 P.M.
For Freight or Passage, apply to SIEMSEN & Co., Agents.
Hongkong, 2nd November, 1896. [1637]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship.

"HUNAN," Captain Fraser, will be despatched as above on WEDNESDAY, the 4th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd November, 1896. [1634]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship.

"YUENSANG," Captain W. Waddell, will be despatched as above on WEDNESDAY, the 4th instant, at 5 P.M.
This Steamer has Superior Accommodation for First-class Passengers.For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 2nd November, 1896. [1634]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"ARRATON APCAR," Captain J. E. Hansen, will be despatched for the above Ports on FRIDAY, the 6th instant, at 3 P.M.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, 2nd November, 1896. [1639]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship.

"DEUCALION," Captain Branch, will be despatched as above on SATURDAY, the 7th instant, at 3 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd November, 1896. [1634]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship.

"HUPPEH," Captain Quail, will be despatched as above on TUESDAY, the 10th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd November, 1896. [1635]To-day's
Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship.

"KAIFONG," Captain Wright, will be despatched as above TO-MORROW, the 3rd instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd November, 1896. [1635]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAI-TAN," Captain J. S. Roach, will be despatched for the above Ports on WEDNESDAY, the 4th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.
Hongkong, 2nd November, 1896. [1637]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship.

"TAIYUAN," Captain Nelson, will be despatched as above on SATURDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd November, 1896. [1636]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a daily qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 2nd Nov. 1896. [1637]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

All letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINE and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD., THE HONGKONG DISPENSARY, Hongkong, 15th September, 1896. [1635]

BIRTHS.

At Kiohking, on the 23rd October, the wife of CHEN A. V. BOWRA, I. M. Customs Service, of a son.

At No. 5, Fochow Road, Shanghai, on the 27th October, the wife of G. D. BERNARD, of a daughter.

DEATHS.

On the 26th October at 51, Quiesan Road, Shanghai, EDWIN THOMAS, the infant and beloved son of Frederick and Florence JONKSON, Imperial Maritime Customs Service, Wuhu, aged 3 years and 2 months.

At Shanghai, on the 26th of October, ZORRIDA, the beloved child of O. A. MADAR, aged 5 years, 24 days.

TELEGRAMS.

is now under discussion and a pronouncement on this question will be made later.

TOKIO, October 25th.

The new Treaty with France was approved yesterday by the Privy Council and it is expected to be ratified by the Emperor in a day or two.

A NEW PORT FOR FOREIGN TRADE.

MIYOSHI, October 24th.

Mr. Egawa, Superintendent of the Kobe Customs, arrived here last night and has gone on to Namada, Iwami province, one of the ports to be opened for foreign trade.

REPORTED DISAFFECTION AMONG THE LUCHUANS.

NAWA, OKINAWA, October 24th.

Yoshimura Chokumel and 40 other conservative islanders have secretly left the island for China, with a view to applying to the Chinese Government to constitute the Luchu Islands a protectorate of China.

LI HUNG-CHANG.

TOKIO, October 26th.

A telegram has been received by the Government to-day, stating that Li Hung-chang has been again appointed a Minister in the Tsungli Yamen.

THE FINANCIAL CRISIS.

TOKIO, October 25th.

Mr. Kawakami Sabichiro, manager in charge of the Kyoto branch of the Nippon Gloke, was released from his office yesterday at his own request. The reason of his resignation is kept secret from the public. According to a report, however, it appears that Mr. Kawakami, on learning of the distress of the Osaka branch of the Nippon Gloke, gave instructions on his own responsibility to the manager of the Osaka branch to render assistance and this has been done with serious consequences to the bank; hence Mr. Kawakami resigned.

FIRE ON THE "MANILA."

Messrs. Warner, Barnes and Co. in their Circular dated Manila, 28th October, write—

The steamship Manila, which left this port on the 12th instant with a cargo of sugar and hemp via Spain for Liverpool, put back off the 14th, with a fire in the forehold. She discharged the whole of her forehold cargo, say 4545 bales hemp, all damaged by fire and water, and went to sea again on the 17th with fore hold empty.

LOCAL AND GENERAL.

THE Scotsmen of Penang have decided to give a dance on St. Andrew's Day.

H.E. the Governor of the Straits Settlements was expected to return to Singapore from Borneo by the Rainbow yesterday, 1st November.

THE returns of the number of visitors to the City Hall Museum for the week ended Nov. 1st are—Europeans, 333; Chinese, 2231; total 2564.

A BURGULAR went "stargling" at 27, Wing Lok Street last night. He was seen and chased by the inmates. To escape from them he jumped over a wall near the Praya and killed himself.

MORE of the papers received by the American mail liner China to-day confidently predict an easy victory for Mr. McKinley at the great contest which comes off this week. Mr. Bryan has, however, lately been making up a lot of leeway.

AT the Masonic Club Race Lotteries on the 28th ult. Mr. Buxey's stable fetched top price, \$110, Charley's \$75, and Morris' \$38 in the Shanghai Stakes sweep, while \$200 was given for Dryad's, \$135 for Midy's, \$110 for Duplex's, and \$95 for Sandown's in the Leger sweep.

THE San Francisco Chronicle in its issue of 8th ult. announces that Lolo Fuller, the celebrated American serpentine dancer, will leave Vancouver bound for China on the 7th prox. She will, according to the Chronicle, visit China at the special invitation of Li Hung-chang, who, it is said, was greatly "struck" by her marvellous feats and charming manners.

SENTENCE of six months imprisonment was passed this morning on a man who obtained \$20 by means of impudent and utterly false pretences. He went to an old man (whose son is in goal and said that for \$20 the son would not be put to hard labour in the goal but would act as a servant. The old man believed the story and paid the money. Afterwards he discovered the fraud and the delinquent was arrested.

THE hearing of the charge against one McKinley, an employee of the Electric Company, who is alleged to have caused the arrest and imprisonment of Mr. Raymond, second officer of the Yamoi, at Saigon, was continued at the Police Court this afternoon. Mr. J. J. Francis, O.C., prosecuted and Mr. E. Robinson defended. Mr. W. Farmer gave evidence to the effect that he did not write and did not sign the letter forwarded by McKinley to Mr. Raymond which led that officer to believe the contents of the parcel he took to Saigon was photographic apparatus and not opium as it (after seizure by the Customs officers at Saigon) afterwards turned out to be.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 2, 1896.

TELEGRAMS.

REUTERS' MESSAGES.

CAPTURE OF A BRITISH OFFICER BY BRIGANDS.

London, October 30th.

Captain Marriot, of the Norfolk regiment, has been captured by brigands at Smyrna, and a ransom of ten thousand pounds is demanded.

REORGANIZATION OF THE CHINESE ARMY.

Colonel Lieber and a party of German officers will shortly leave for China to reorganize the Chinese Army.

(From Diario de Manila.)

THE REBELLION IN THE PHILIPPINES.

MADRID, October 28th.

Telegraphic reports received from Manila have caused a profound sensation.

Senor Canovas del Castillo stated, in a lengthy speech, that the latest news from the Philippines does not in any way alter the idea the Government have formed of the situation in the islands. The centre of the insurrection is in Cavite. With the reinforcements that General Blanco will soon have at his command and those now preparing to embark at Barcelona, there will be a force of 12,000 men, which should be sufficient to completely suppress the movement and severely punish the rebels. If more men are required, more will be sent.

(From Japanese Papers.)

THE JAPANESE MINISTER TO RUSSIA.

TOKIO, October 22nd.

Baron Nishi, Minister to St. Petersburg, has returned in accordance with medical advice. He has been suffering from consumption, which would not allow him to stop in Russia any longer. The new Ministry is decided not to make any changes in the diplomatic posts and Baron Nishi has been asked to remain in his office. Baron Nishi, however, is not inclined to do so and is prepared to resign.

FORMOSAN NEWS.

TOKIO, October 22nd.

The Bank of Japan has arranged to send a commission to Formosa shortly to investigate the banking business there.

THE EMPEROR AND THE MILITARY MANOEUVRES.

SATE (Saitama Pref.), October 22nd.

The manoeuvres of the Imperial Guards were concluded to-day, and the following Imperial message was announced to the troops:—"We are satisfied with the result of the manoeuvres, and you, officers and men, are requested to be more diligent than ever in the performance of your duty."

THE PREMIER ON TRADE.

TOKIO, October 22nd.

Count Matsugata, the Premier, spoke to-day at the meeting of the Higher Agricultural, Industrial and Commercial Council, particularly urging the development of foreign trade.

RUSSIA AND KOREA.

SEOUL, October 24th.

A report is current that Min Yang Jun, who was sent to Russia as the special ambassador to be present at the coronation ceremony, applied to the Russian Government on behalf of the Korean Government for the loan of Russian soldiers to form a guard for the Royal Palace and also for a loan of money. Both applications, it is said, were refused.

It is also reported that Min Yang Jun has been requested by the Russian Government to persuade the King of Korea to leave the Russian Legation, on the ground that the presence of the King in the Legation creates suspicion and disapproval among the other Powers.

HONOURS FOR AN ASSASSIN.

SEOUL, October 24th.

General Pototski (7), two other officers, a surgeon and ten non-commissioned officers in the Russian Army, who have been engaged by the Korean Government as instructors, have arrived with Min Yang Jun, the Korean Ambassador to Russia.

JAPANESE BONDS ON THE LONDON STOCK EXCHANGE.

TOKIO, October 26th.

It is reported that Japanese Redemption Bonds are changing hands in London to an extent of about 100,000 yen a day, at the price of between 4105 and 4106.

NEW TREATIES.

TOKIO, October 24th.

The Treaty with Germany is expected to be officially published in a few days. A question relating to litigation in connection with patents

TELEGRAMS.

UNDER the head-line "Eastward Ho!" we find the following remarks in an Australian daily about the departure from Sydney of Mr. J. Stafford Northcote, who arrived here by the Tayman to join the Telegraph staff:—"Among the passengers leaving for the east this afternoon by the China Company's steamer Tayman is Mr. John Stafford Northcote a well-known Sydney pressman, and late of the Evening News reporting staff. Mr. Northcote, who had been connected with the News for well-nigh five years, goes to Hongkong to fill an important position on the staff of the Hongkong Telegraph in that city. The departing pressman began his journalistic career in the office of the Edward Mercury, with which paper he was associated many years. Coming to New South Wales, he joined the Sydney Morning Herald composing staff. Next he migrated to the Barrier, where, on the staff of the Barrier Mercury he was afforded ample scope for the display of his undoubted versatility in the field of journalism. Mr. Northcote was at Broken Hill during one of the big strikes in the 'Silver City,' and to his facile pen his paper was indebted for many a column of 'strike copy.' His graphic portrayal of the doings of 'labour's army' during that troubled period was so faithfully executed as to win for the writer well-merited encomiums from the representatives of labour and capital alike. On his first joining the Evening News, Mr. Northcote did duty with the Parliamentary reporting corps of that journal, and to the addition of both Houses he was well and favourably known. Subsequently he was deputed to take charge of the shipping department of the reportorial work, which position he continued to fill up to his departure for his new sphere of journalistic activity. During his residence here he made numerous friends, many of whom, with a large number of his late confidants, assembled on the wharf to bid him and Mrs. Northcote adieu. He takes with him the best wishes of his many friends."

COMITAS INTER GENTES.

It is strange that a people like the Romans should have invented, or that their language should have served to convey a phrase the idea of which was absolutely foreign to their constitution, policy, and their very feelings; you were either a civis Romanus or nobody.

In this way and in no other do the Chinese resemble them. Ask a Chinaman if his officials are corrupt; he will tell you they are. Prove to him that in foreign countries roads are dry and rivers wet and he will admit that the reverse is the case in his country; yet he finds consolation in all his miseries. Has he not a second cousin in the Yamen; and does he not tell the Kuo-Hang much dearer when the river has to be repaired than when there is no trouble; and if roads were perfect fewer carts would be required, as each one could carry so much more goods. His optimism supplies him with arguments which convince him that though things may be managed differently, the ways of his own country are on the whole the better. On the other hand the foreigner in China may become an ardent admirer of Confucius, adopt Chinese customs and dress himself in long garments, a stranger he is and remains; as the individuals on the nations, they remain friendly by way of endless compromises; but on the one side all thoughts are given to skillfully placing obstacles in the way, while the impetuous Western is devising means how to break them down.

In our eagerness to push forward in China, the Chinese naturally enough see a desire to lay hold of some part of their Empire. "First they send the wily missionary, then a consul to look after him, and finally an army to take care of the latter," said the King of Abyssinia; and through the inference may be wrong the fact is pretty correct. We wonder, has Li Hung-chang got at the real truth while at home, or does he still judge our protestations by the standard which he would apply to them if they came from his own countryman? And if he has, is he capable of successfully impressing the truth upon the Peking Government. A French paper, with that charming frankness which one now and then finds in the French press, told Li that all the nations of Europe were waiting for an opportunity to catch a part of China. Though we cannot admit this, it is incontestable that at least three large nations of Europe will some day, when expansion of trade and a market for their products becomes a vital question, give China the option of opening up the whole Empire and removing all obstacles to trade or else have it done in spite of Chinese procrastination; building twenty miles of railway a year, and talking from 1889 to now about the Hankow-Peking line, as if the mere discussion was an enormous stride forward, will not satisfy the commercial aspirations of the various nations; and let China take heed, for they will not allow themselves to be baffled.

Until China's foreign policy ceases to be dictated by a sullen fear of a more intimate contact with the outer world she can have no place of equality amongst other nations. Only when the petty interests of the governing classes are made subordinate to the economical necessities of the land can China hope to be able to comply with the only condition under which she can permanently remain an independent state, namely, that she removes all obstacles to and creates new facilities for general intercourse with foreign nations, and thereby removes all pretext for any power wishing to acquire a part of her territory.

It is extremely difficult to justify criticism Chinese officials treating with foreign Powers, because one does not know what chance they have of getting Peking to rally any liberal proposal they otherwise might make, but if Li Hung-chang on his tour has discussed the revision of the Customs tariff on a basis of getting a raised fall round, while China retains the power for mischief which the collecting of duties gives her, and if that represents the view of the Chinese Government, we are afraid nothing can be done until their eyes are opened in a more possible way. We hope, however, that when Li Hung-chang has shown them the utter hopelessness of continuing the old policy of half measures and putting off the day of reckoning they will come to their senses; and till then let us not by untimely flattery make the Chinese believe that they have done, or even attempted to do, anything in the way of progress that would justify them being taken into the Comity of Nations.—Peking and Tientsin Times.

MEMORANDA.

TO-DAY, 2nd November.

9 p.m.—Meeting of Zetland Lodge.

TO-MORROW, 3rd November.

English mail due.

Tenders for Government Bills will be received by the Chief Paymaster, Army Pay Department, until 11 a.m.

8 p.m.—Entertainment at R.E.'s Theatre, Wellington Barracks.

THURSDAY, 5th November.

Daylight—Doris leaves for San Francisco, via usual ports of call.

11 a.m.—English Mail closes.

Noon.—Mitsui sails for London.

FRIDAY, 6th November.

9 p.m.—Rifle Brigade Burlesque "Fra Diavolo" at the City Hall.

SATURDAY, 7th November.

Noon.—Meeting of shareholders of Messrs. Dakin, Cruickshank & Co., Ltd., at the Hongkong Hotel.

9 p.m.—Rifle Brigade Burlesque "Fra Diavolo" at the City Hall.

SUNDAY, 8th November.

French and Tacoma mails due.

THE RUSSO-CHINESE CONVENTION.

SHANGHAI, October 28th.

As our Peking correspondent told us in his last letter, Count Cassini, the Russian Minister, left Peking for Russia on the 20th of September. His baggage had been packed for three or more weeks, and the carts and mule-litters were actually standing in the courts of the Russian Legation, but the Minister would not go until he could take with him, duly signed and sealed, "an important agreement supposed to be the right of way for the Siberian Railway across northern Manchuria." With great difficulty we have succeeded in obtaining a copy of this agreement, and we now proceed to give an English translation of it. The number of the various clauses in this Convention have been added by us for convenience sake.

A SPECIAL CONVENTION BETWEEN CHINA AND RUSSIA.

His Imperial Majesty the Emperor of China having received the various benefits arising from the loyal support of His Imperial Majesty the Emperor of Russia at the close of the late war between China and Japan, and being desirous that the communications between the frontier territories of their respective empires and the international commerce of the two countries be managed to their mutual advantage, has commanded the mutual settlement of certain matters in order the better to consolidate the basis of friendship between the empires. In this connection, therefore, H.M. the Emperor of China has specially appointed the Imperial High Commissioner the Prince and Great Officers of the Crown composing the Imperial Chinese Ministry of War, with plenipotentiary powers, to confer and agree upon certain matters, at Peking, with His Excellency Count Cassini, Envoy Extraordinary and Minister Plenipotentiary of H.M. the Emperor of Russia to the Court of China, concerning the connecting of the railway system of three Eastern Provinces (Fengtien, Kirin, and Heilungkiang) with that of the Imperial Russian railway in the province of Siberia, with the object of facilitating the transport of goods between the two empires and of strengthening the frontier defences and sea coasts. And, furthermore, to agree upon certain special privileges to be conceded by China to Russia as a response to the loyal aid given by Russia in the retrocession of Liaoning and its dependencies.

1.—Owing to the fact that the Russian Great Siberian Railway is on the point of completion, China consents to allow Russia to prolong her railway into Chinese territories (a) from the Russian port of Vladivostok into the Chinese city of Hunchun in the province of Kirin, from thence northwards to the provincial capital of Kirin, and (b) from a railway station of some city in Siberia to the Chinese town of Alyan in Heilungkiang province, from thence northwards to the provincial capital of Tielukai, and from thence to the town of Fetur, in Kirin province, and thence southwards to the provincial capital of Kirin.

2.—All railways built by Russia into the Chinese provinces of Heilungkiang and Kirin shall be built at the sole expense of Russia, and the regulations and building thereof shall be solely on the Russian system, with which China has nothing to do, and the entire control shall be in the hands of Russia for the space of thirty years. At the end of the said period China shall be allowed to prepare the necessary funds wherever, after proper estimation of the value of the said railways, she shall deem them, the rolling stock, machine shops, and buildings connected therewith. But as to how China will at that date redeem these railways shall be left for future consideration.

3.—China is now in the possession of a railway which she intends to extend from Shanhaikuan into the provincial capital of Fengtien, namely, Moukden (Shengking), and from Moukden to the provincial capital of Kirin. If China should hereafter find it inconvenient to build this road she shall allow Russia to provide the funds to build the railway from the city of Kirin, on behalf of China, the redemption of which road shall be permissible to China at the end of ten years. With reference to the route to be taken by this railway, Russia shall follow the surveys already made by China in connection therewith, from Kirin to Moukden, Newchwang, etc.

4.—The railway to be built by China beginning from Shanhaikuan in Fengtien, to Newchwang, to Kailiao, to Chinchow, to Lushunkow (Port Arthur), and to Tientsin, and its dependencies, shall follow the Russian Railway regulations, in order to facilitate the commercial intercourse between the respective Empires.

5.—With reference to the railways to be built by Russia into Chinese territory, the routes along which the said roads shall pass must be protected, as usual, by the local civil and military officials of the country. They shall, moreover, afford all facilities to the said civil and military officials, together with all the Russian armaments and labourers connected therewith. But owing to the fact that the said railways will pass for the greater part through barren and sparsely inhabited territory in which it will be difficult for the Chinese authorities to be always able to grant the necessary protection and aid, Russia shall be allowed to place special battalions of horse and foot soldiers at the various important stations for the better protection of railway property.

6.—With reference to the Customs duties to be collected on goods exported from and imported into the respective countries by the said railways, they shall follow the regulations provided by the Treaty of Commerce between China and Russia, ratified in the 1st year of the reign of Tung Chih, 4th day, and moon [20th February, 1855, O.S.], regulating ordinary transit of goods between the two empires.

7.—There has always been in existence a rule prohibiting the exploitation of the mines in Heilungkiang and Kirin provinces, and in the Chingpai mountains (Long White Mountain range). After the ratification of this treaty, Russians and subjects of the Chinese empire shall be permitted hereafter to exploit and open any of the mines therein mentioned; but before doing so they shall be required first to petition the Chinese local authorities on the subject, who, on the other hand, shall grant the necessary commissions (shenchi) in accordance with the mining regulations in force in China proper.

8.—Although there exist certain battalions of foreign-dressed troops (Linchun) in the Three Eastern Provinces, yet the greater portion of the local territorial army corps thereof still follow the ancient regulations of the empire. Should, therefore, China in the future require to reform, in accordance with the Western system, the whole army organization of the said provinces, she shall be permitted to engage from Russia, Singapore, and San Francisco Chinese to provide the money (with perhaps the aid of an American Syndicate), as the Chinese nearer home with better knowledge cannot be expected to have anything to do with such a half-baked scheme. We really do trust that the Chinese who are anxious to introduce reforms into their country will set judiciously, and take care that their money when subscribed for such purposes will be well spent, so that profit may result, and all and sundry be induced to invest their savings in new companies in entire confidence that their investments will produce benefits to themselves and their country.—P. & T. Times.

Shantung, the period of such lease being limited to fifteen years. At the end of this period China shall buy all the barracks, godowns, machine shops and docks built there by Russia [during her occupation of the said port]. But should there be danger of military operations, Russia shall not enter immediately into possession of the said port or hold the important points dominating the port, in order to obviate the chance of exciting the jealousy and suspicions of other Powers. With reference to the amount of rent and the way it is to be paid, this shall form the subject of consideration in a protocol at some future date.

10.—As the Liaoning ports of Lushunkow (Port Arthur) and Taitowan and its dependencies are important strategic points, it shall be incumbent upon China to properly fortify them with all haste, and to repair all their fortifications, etc., in order to provide against future dangers; Russia shall therefore lend all necessary assistance in helping to protect these two ports and shall not permit any Foreign Power to encroach upon them. China, on her part, also binds herself never to cede them to another country; but, if in future the exigencies of the case require it and Russia should find herself suddenly involved in a war, China consents to allow Russia temporarily to concentrate her land and naval forces within the said ports in order the better to enable Russia to attack the enemy or to guard her own position.

11.—If, however, there be no dangers of military operations in which Russia is engaged, China shall have entire control over the administration of the said ports of Lushunkow and Taitowan, nor shall Russia interfere in any way thereto. But as regards the building of the railways in the Three Eastern Provinces and the exploitation and opening of the mines therein, they shall be proceeded with immediately after the ratification of this Convention and at the pleasure of the people concerned therein. With reference to the civil and military officers of Russia and Russian merchants and traders travelling [in any part of the territories herein mentioned] wherever they shall go, they shall be given all the privileges of protection and facilities within the power of the local authorities, nor shall these officials be allowed to put obstructions in the way or delay the journeys of the Russian officers and subjects hereto mentioned.

12.—After this Convention shall have received the respective signatures of their Imperial Majesties [the Emperors of China and of Russia], the articles included therein shall go into immediate force, and, with the exception of the clauses regarding Port Arthur, Taitowan, and Kiaochoo, shall be notified to the various local authorities of the two Empires. As to the place for the exchange of ratifications, it shall be left to be decided at some future time, but the exchange shall take place within the space of six months.

It has, furthermore, been agreed upon between the respective Plenipotentiaries of the High Contracting Powers to make this Convention out in three languages, namely, Chinese, Russian, and French; one copy of each language to be held by the respective High Contracting Parties, after the signing and sealing thereof. And it has, furthermore, been shown, upon comparison, that the contents of the documents as given in the three languages altogether tally with each other in all respects; but in case of dispute in the future the wording of the French copy shall be deemed the correct version.

This document speaks for itself, and gives Russia all she can want at present. It gives her the right to carry her Trans-Siberian Railway to Kirin in two directions, from some station in Siberia to the west of Kirin, and from Vladivostok. It provides that China may apply to Russia to build a continuation from Kirin to Shanhaikuan and Port Arthur, and it gives Russia the right to protect these lines when built with her own troops. All these lines are to be built to the Russian gauge. China gives Russia the right to work mines in Manchuria, and provides for the employment of Russian officers to drill the Manchurian levies. It gives Russia (on lease) the port of Kiaochoo, and on emergency the use of Port Arthur and Taitowan, which are not to be ceded to any other Power; and it promises every facility to Russian merchants and travellers and Russian trade.

All the most important points in the secret treaty which we gave to the world in March last are embodied in this, and time will show whether this is the full extent of China's gratitude to Russia.—N. C. Daily News.

CHINESE RAILWAYS.

TIENTSIN, October 24th.

An Imperial Decree states that as the Viceroy Wang Wen-shao and Chang Chih-lung have recommended Sheng Tsao as Director of the Lu-kou-chiao-Hankow Railway, the Government allows Sheng to resign his position as Customs Tsoat at Tientsin, transfers him to the rank of a fourth Peking palace official, and appoints him Director-General of the Lu-kou-chiao and Hankow Railway Company. We reproduce the announcement from the Peking Gazette.

務路侯以官津辦鐵路法廣張上
欽此補四候海等盛總辦請諭之
此公品者閣部官公設鐵河王
司辦京開道直候司立路覆文
事職堂缺盛該保誠請奏補

We understand that Sheng will proceed south as soon as possible, with the view of raising the capital among the native and foreign millionaires. We would strongly recommend our readers to know a little more of the parties. To my mind the scheme at present has a very "Jesse Ballou" complexion; and the wording of the decree and the persistent rumours about Sheng's great promotion, that have been floated, give the idea that an endeavour is being made to convey the impression that the new company is in a sort of way under Government guarantee, while the fact seems to be that the Chinese Government have only permitted Sheng Tsao to start the Railway as a company just as it is were a private mill, and the Government takes absolutely no responsibility. In fact, it seems to be very particular in transferring that responsibility there may be to the two Viceroys. As long as the proposed company is represented to be what it actually is, no harm can be done, but it seems to us inconceivable that men, foreigners or natives, can be persuaded to subscribe millions of taels to a scheme the absolute control of which is to be in the hands of Sheng Tsao, and who we cannot help thinking that the plan of campaign is to induce Canton, Singapore, and San Francisco Chinese to provide the money (with perhaps the aid of an American Syndicate), as the Chinese nearer home with better knowledge cannot be expected to have anything to do with such a half-baked scheme. We really do trust that the Chinese who are anxious to introduce reforms into their country will set judiciously, and take care that their money when subscribed for such purposes will be well spent, so that profit may result, and all and sundry be induced to invest their savings in new companies in entire confidence that their investments will produce benefits to themselves and their country.—P. & T. Times.

SHANGHAI AUTUMN RACE MEETING.

Stewards:—J. S. Fearon, Esq., G. D. Basing, Esq., C. J. Dugan, Esq., E. A. Probst, Esq., C. Burmann, Esq., D. Brand, Esq., and A. R. Burkill, Esq.

Clerk of the Course:—F. Ayerough, Esq.

Secretary:—Guy D. B. Bidwell, Esq.

FIRST DAY, MONDAY, AND NOVEMBER.

The JOCKEY CUP, value, £1,000; second pony, £150; for China ponies that have never won a race; to be ridden by jockeys who have not had more than two winning mounts; non-winners allowed five lbs.; winners of one race, five lbs.; winners of two races, seven lbs.; entrance weight for inches as per scale; £15 s. Once round.

Measrs. Mustard & Ambrose's gr. Compromise, 1111 lbs. 1. Mr. Crawford's ch. Realisation, 1011 lbs. 2. Measrs. Freddy & Co.'s wh. Pal 1st 11b. 3. Nine started. Time, 2 min. 41 sec.

The CRITERION STAKES; a Sweepstakes of £150 each, with £15. 200 added; second pony £150; for China ponies; weight for inches as per scale. One mile.

Mr. Hampton's w. Ariel, 1011 lbs. 1. Mr. John Peel's b. Toccin, 1111 lbs. 2. Mr. Ring's b. Adonis, 1111 lbs. 3. Seven started. Time, 2 min. 06 sec.

The MAIDEN STAKES; value, £1,000; second pony £150; third pony £50; for China ponies that have never run at any meeting; weight for inches as per scale; entrance, £15 s. Three-quarters of a mile.

Mr. Freddy's d. Merrimack, 1011 lbs. 1. Mr. Linton's gr. Slender, 1011 lbs. 2. Mr. Fernando's gr. Highlander, 1111 lbs. 3. Eighteen started. Time, 1 min. 37 sec.

The MALOO PLATE; £150; second pony £150; for China ponies; weight for inches as per scale; entrance, £15 s. Half a mile.

Mr. Toeb's b. Clyde 1111 lbs. 1. Mr. Oswald's br. Raveston 1111 lbs. 2. Measrs. Freddy & Co.'s wh. Pal 1st 11b. 3. Twenty started. Time, 1 min.

The CLUB CUP; value, £150; second pony £150; third pony £150; for 12 or more than five starters; for China ponies; weight for inches as per scale; griffins at date of entry allowed 10 lbs.; entrance, £15 s. Two miles.

Mr. John Peel's sp. v. Zenith, 1011 lbs. 1. Mr. Dryad's d. S. S. 1011 lbs. 2. Mr. Common's b. Revanche, 1011 lbs. 3. Twelve started. Time, 4 min. 26 sec.

The LOTTERY STAKES; for all China ponies; value, £150; added to a sweepstakes of £150; for China ponies; weight for inches as per scale; £15 s. declared on or before the date of closing the entries for the autumn meeting, when the balance £150 is to be paid, and the name and colour of the pony declared. The stakes will be divided as follows:—first pony 70 per cent., second pony 20 per cent., and third pony 10 per cent.; weight for inches as per scale; griffins at date of entry allowed 10 lbs.; entrance, £15 s. One mile.

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NEWS BY THE AUSTRALIAN MAIL.

The China Navigation Co.'s steamer *Tatyan*, Capt. R. Nelson, from Sydney and ports, arrived in harbour yesterday. For the unobscured telegrams we are indebted to our Colonial exchanges:—

LONDON, October 28th.

The Emperor Francis Joseph of Austria, in proposing the Hungarian Diet stated that the peace of Europe was seriously to be disturbed.

Mr. H. Byron Riedel, M.P. for Bradford East, has been fatally injured in a carriage accident.

The British people for the perfect hospitality accorded him during his recent visit.

The Australian cricketers, in their third match at Philadelphia, have been defeated by an innings and 61 runs.

Enormous crowds assembled in Paris to witness the arrival of the Tsar. A scene of enthusiasm took place, and the entry of the Tsar and Taurina into the city was witnessed by millions of people, who, however, consisted largely of provincial visitors and foreigners, and were mostly of the middle class, the working classes taking little part in the affair.

The pageant was altogether a marvellous one, and was carried out without the slightest hitch. The city was gorgeously illuminated at night, and presented a scene of fairy-like grandeur.

The Austrian Press, commenting upon the Tsar's reception at Paris, ridicules the political hypnosis which compelled such astounding and immeasurable adoration.

MACKAY, Oct. 28th.

The long-continued drought is seriously threatening the prospects of the next sugar crop in the Mackay district.

SYDNEY, October 28th.

Robert Youll, the man who threw stones last week from the Strangers' Gallery in the New South Wales Legislative Assembly, has been sentenced to a week's imprisonment. He pleaded guilty, and said he was under the influence of drink at the time.

At the Anglican General Synod, held at Sydney, it was decided to confer the title of Archbishop on all the Metropolitans of Australia and Tasmania, and as a result the present Primate becomes the first Anglican Archbishop of Australia.

LONDON, October 14th.

It is stated that a gumboot laden with material for submarine mines is at Sebastopol ready to start for the Dardanelles if Great Britain acts alone against Turkey.

Later.

It is now declared that war is certain if Great Britain should take any action alone against Turkey, as in that event one or more of the Great Powers will attack Britain.

LONDON, October 14th.

Six thousand native miners employed on the Rand goldfield, Transvaal, have struck work, and as they show a tendency to violence the police are protecting those who are at work. Troopers are in readiness to suppress any outbreak. The Matabele rebel natives are yielding, and are being supplied with seed for cultivation. The more powerful chiefs report that there will be a general surrender soon.

AUCKLAND, October 15th.

Lady Glasgow, wife of the Governor of New Zealand, is ill, and some anxiety is felt as to her condition.

MELBOURNE, October 15th.

Lord Brassey, Governor of Victoria, speaking at a banquet at Mildura, Victoria, expressed himself strongly in praise of Lord Rosebery's attitude in connection with the Eastern Question. He declared that the present home Government had a full grasp of the situation, and thought the interests of the Empire were safe in their hands.

ADELAIDE, October 19th.

Cromorne, a Sydney horse, won the Caulfield Cup by a head on Saturday. He started at 20 to 1.

The Australian Eleven has sailed from San Francisco en route for Australia. Previous to departure they played a match with a "Frisco" eleven, who scored only 43 in first innings. The Australians scored 103, when the match was drawn; Darling contributed 57, Giffen 43, and Graham 30.

Mr. Hugh Watt has written to the *Morning Post* urging the Secretary of State for the Colonies to reconsider the matter of the grant of letters patent giving South Australia the control of the Northern Territory, pointing out that the administration of its affairs in the past has been ruinous and that the existing legislation excluding Indians, Chinese, and other Asiatics threatens to seriously retard the development of the settlement, and that there is a prospect of considerable capital being introduced. He argues that if the Imperial Government assumed control of its affairs the prosperity of the Northern Territory would be assured.

October 20th.

A squadron of American warships has joined the fleet assembling for the coercion of Turkey. Nearly all the great Powers are now represented, and in the event of marvellous action being agreed upon, the Sultan will have no other course but to submit to the overwhelming force arrayed against him.

It is likely that Dr. Jameson and Major Willoughby will shortly be released from prison on the ground of ill health.

The celebrations in connection with the anniversary of the battle of Trafalgar have been observed with unusual enthusiasm throughout England, all the oratory on the occasion being strong in favour of further increasing the strength of the navy.

The agitation against Turkey is increasing throughout England.

CRICKET.

The following is the result of the match played at Happy Valley on Saturday last between the Hongkong Rover and F. Co. Rifle Brigade.

ROVERS. F. CO.

| | | | |
|---------------|---|---------------|---|
| Mr. Harris | 0 | Mr. Jones | 4 |
| Mr. Smith | 0 | Mr. Brown | 0 |
| Mr. White | 0 | Mr. Black | 0 |
| Mr. Green | 0 | Mr. Grey | 0 |
| Mr. Gold | 0 | Mr. Silver | 0 |
| Mr. Copper | 0 | Mr. Lead | 0 |
| Mr. Tin | 0 | Mr. Zinc | 0 |
| Mr. Iron | 0 | Mr. Nickel | 0 |
| Mr. Cobalt | 0 | Mr. Cadmium | 0 |
| Mr. Arsenic | 0 | Mr. Antimony | 0 |
| Mr. Bismuth | 0 | Mr. Tellurium | 0 |
| Mr. Selenium | 0 | Mr. Manganese | 0 |
| Mr. Magnesium | 0 | Mr. Strontium | 0 |
| Mr. Barium | 0 | Mr. Calcium | 0 |
| Mr. Sodium | 0 | Mr. Potassium | 0 |
| Mr. Lithium | 0 | Mr. Rubidium | 0 |
| Mr. Cesium | 0 | Mr. Francium | 0 |
| Mr. Actinium | 0 | Mr. Thorium | 0 |
| Mr. Radium | 0 | Mr. Polonium | 0 |
| Mr. Astatine | 0 | Mr. Tellurium | 0 |
| Mr. Selenium | 0 | Mr. Manganese | 0 |
| Mr. Magnesium | 0 | Mr. Strontium | 0 |
| Mr. Barium | 0 | Mr. Calcium | 0 |
| Mr. Sodium | 0 | Mr. Potassium | 0 |
| Mr. Lithium | 0 | Mr. Rubidium | 0 |
| Mr. Cesium | 0 | Mr. Francium | 0 |
| Mr. Actinium | 0 | Mr. Thorium | 0 |
| Mr. Radium | 0 | Mr. Polonium | 0 |
| Mr. Astatine | 0 | Mr. Tellurium | 0 |
| Mr. Selenium | 0 | Mr. Manganese | 0 |
| Mr. Magnesium | 0 | Mr. Strontium | 0 |
| Mr. Barium | 0 | Mr. Calcium | 0 |
| Mr. Sodium | 0 | Mr. Potassium | 0 |
| Mr. Lithium | 0 | Mr. Rubidium | 0 |
| Mr. Cesium | 0 | Mr. Francium | 0 |
| Mr. Actinium | 0 | Mr. Thorium | 0 |
| Mr. Radium | 0 | Mr. Polonium | 0 |
| Mr. Astatine | 0 | Mr. Tellurium | 0 |
| Mr. Selenium | 0 | Mr. Manganese | 0 |
| Mr. Magnesium | 0 | Mr. Strontium | 0 |
| Mr. Barium | 0 | Mr. Calcium | 0 |
| Mr. Sodium | 0 | Mr. Potassium | 0 |
| Mr. Lithium | 0 | Mr. Rubidium | 0 |
| Mr. Cesium | 0 | | |

Intimations.

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

This Excellent TONIC REMEDY is now known as
"THE PERFECTION OF MEDICINAL PREPARATIONS."
You need not suffer any longer from POOR APPETITE, INDIGESTION, HEADACHE, SLUGGISH LIVER, NERVOUSNESS, or the like, because you can be relieved by using it. DYSPEPSIA, FLATULENCE, and all affections of the Digestive Organs.

GIVE WAY AND DISAPPEAR BEFORE

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

PROPRIETORS—WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central.

COMPAGNIE INDUSTRIELLE DES PROCÉDÉS
RAOUL PICTET
LIMITED. CAPITAL, £60,000.
16, RUE DE GRAMMONT, PARIS.
INDUSTRIAL ENGINES
FOR THE PRODUCTION OF
COLD AND ICE

Apply to MESSRS. DODWELL, CARLILL & Co.
Agents for MESSRS. P. OPPENHEIMER & Co., Paris.

COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC."
The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 27th October, 1896. [12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ADEN."

FROM ANTWERP, LONDON AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Italy, ex S.S. *Clyde*.
From Madras, ex S.S. *Secundra*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 4th November, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 29th October, 1896. [14]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLEI,"
FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notices to the contrary be given before 3 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th November will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th November or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd November at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th October, 1896. [16]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board ship.

We are the only Water-Boat Company in Hongkong exclusively supplying FILTERED WATER.

Call Flag "W."

J. W. KEW & Co.,

STEAM WATER-BOAT CO.,

15, PRINCE CENTRAL.

Hongkong, 7th October, 1896. [13]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN,"
Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 3rd instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFFRAK & Co.,
General Managers.

Hongkong, 2nd November, 1896. [1678]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"SUNGKIANG,"
Captain C. B. N. Dodd, will be despatched as above TO-MORROW, the 3rd November.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th October, 1896. [1677]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)
STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KURACHI, ADEN, SUEZ,
PORT SAID, BRINDISI, VENICE,
TRIESTE AND TIENTSIN.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT AND ADRIATIC PORTS, to NATAL, EAST LONDON, PORT ELIZABETH AND CAPE TOWN.)

THE Company's Steamship
"VINDOBONA,"
Captain C. Bollen, will be despatched as above on THURSDAY, the 5th November.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to
SANDER & Co.,
Agents.

Hongkong, 29th October, 1896. [1561]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"CHINGTU,"
Captain Innes, will be despatched on SATURDAY, the 14th November, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th October, 1896. [1663]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)
Mombuthi... Saturday... 14th November.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship
"MONMOUTHSHIRE,"
will be despatched hence for VICTORIA, (B.C.) and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 14th November.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the case of the GENERAL FREIGHT AGENTS, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 26th October, 1896. [1641]

NIPPON YUSEN KAISHA.
JAPAN-AUSTRALIA LINE.
(Under Mail Contract.)
FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship
"OMI MARU,"
Captain C. Young, will be despatched for the above Ports on WEDNESDAY, the 15th Nov., at Noon.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

A duly qualified Doctor is carried.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Agents.

Hongkong, 27th October, 1896. [1606]

SAILING VESSELS.

FOR NEW YORK.
THE 3 1/2 A.L. 3 1/2 American Ship
"WILLIAM H. SMITH,"
Wilson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 19th October, 1896. [1611]

FOR SAN FRANCISCO.
THE 100 A.L. British Ship
"CLAN MACFARLANE,"
Templeton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 9th October, 1896. [1575]

FOR NEW YORK.
THE L. I. I. American Ship
"WILLIAM J. ROTCH,"
Captain S. Lancaster, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBRO & Co.,
Agents.

Hongkong, 18th October, 1896. [1581]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 23rd December.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 20th January, 1897.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports, and to the Continent, Return tickets to various ports at reduced rates, Good for 4, 6, 8, 10 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddar's Street.

Hongkong, 28th October, 1896. [13]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 12th Nov., at Noon.

Prin (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Sunday, 20th Nov., at Daylight.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 17th Dec., at Noon.

THE U. S. Mail Steamship
"CHINA,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 12th November, 1896, at Noon, taking Passengers and Freight for Japan the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent.

Hongkong, 2nd November, 1896. [12]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRINCE CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTY'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [14]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"MIRZAPORE,"
Captain E. G. Andrews, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 5th November, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Peninsular*, leaving that Port on the 8th November, for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are requested to be noted in the bills of lading, and to be requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 22nd October, 1896. [43]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS:

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prin... Tuesday... 10th Nov.
Sachsen... Tuesday... 8th Dec.
Bayern... Tuesday... 5th Jan.
Prin... Tuesday... 2nd Feb.
Prin... Tuesday... 2nd March.

ON TUESDAY, the 10th day of November, 1896, at 9 A.M., the Company's Steamship "PREUSSEN," Capt. P. Wetten, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 7th Nov. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 9th Nov., and Parcels will be received at the Agency's Office until Noon on MONDAY, the 9th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Lifen can be washed on board.

For further Particulars, apply to
MEYER, KERS & Co.,
Agents.

Hongkong, 17th October, 1896. [1555]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANY'S
VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, Doctor and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Atlantic travelling is second to none on the American Continent. Maps and Specie of the ROCKY and CASCADE MOUNTAINS, THE YELLOWSTONE NATIONAL PARK, etc. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prin... 3.60 | Tuesday ... 1 Nov. 17.
Tacoma ... 2.50 | Tuesday ... Dec. 8.
Victoria ... 3.10 | Tuesday ... Dec. 29.
Olympia ... 2.60 | Tuesday ... Jan. 19.
Prin... 3.60 | Tuesday ... Feb. 9.

THE Steamship
"BRAEMAR,"
Captain E. Porter, sailing at Noon, on TUESDAY, the 17th November, will proceed to VICTORIA, (B.C.) and TACOMA, (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 24th October, 1896. [4]

Printed and Published by CHEONG CHUAN, at No. 4, Prince's Street, in the City of Victoria, Hongkong.